

The National *Falcon* News

APRIL 2009
Almost All Red Car Issue



Rich Gabrielson
Newark, California



Falcon Ranchero
Gone But Not Forgotten

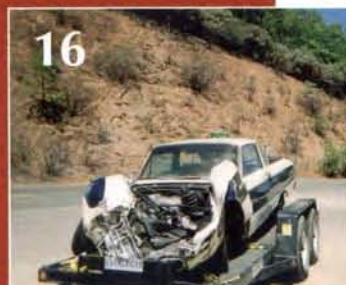
Cover: Rich Gabrielson

Rich Gabrielson (FCA #9372) of Newark, California took this Ranchero from Third in Nationals to "scrap metal." Read more about his Ranchero beginning on page 16.

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 6.

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My Falcon: Bernie Morgan Rare 1965 Hi-Po Sedan



The Hi-Po Falcon sedan in 1965 at St. Thomas Dragway in Canada.

Bernie Morgan's rare Falcon is one of only seven (7) Falcons which were produced out of the Oakville, Ontario Canada Ford Plant in 1965 with the Special Engine Order Option of 289 Hi-Po. Out of these seven Falcons, only three were sedans as Bernie's is, the other four were hard-tops.

Bernie writes, "This is a solid lifter, 271 horsepower high performance engine. Instead of having a "K"-code on the metal door tag as Mustangs did to denote the 289 Hi-Po engine, the door tag features Engine: 992, Special Order No.: 10879. For some reason, Ford of United States did not offer this engine option. However, did build a total of seven of these high revving little sleepers. I have much documentation to attest to this fact. This Falcon was basically taken from the showroom when new, right to the drag strips for most of its life. It was owned by a man named Ken Roach of Hamilton



—Continued on page 4

My Falcon: Bernie Morgan Rare 1965 Hi-Po Sedan

—Continued from page 3

Ontario, twice, for a total of 29 years of its life."

"My car was featured in a four-page spread in Muscle Car Review magazine in the January 2002 issue as part of a *FACTORY FREAKS* issue. It also has appeared in *Legendary Ford Magazine*.

"Having been 'rode hard' for most of its life, it campaigned successfully on drag strips all around southwestern Ontario, Canada and also a couple drag strips across the border here in western New York. It ran a best E.T. of 12.88 seconds at 107 mph on narrow slicks and open headers."

"The car was originally black and was redone in red somewhere around 1973. The interior of the car was freshened up just before I took ownership of it. Since acquiring it almost five years ago, it spends its summers driving the back roads of Western New York state, local Cruise Nights and Car Shows. It is currently tucked away for winter waiting for the warm weather to return.

When I pull into Cruise Nights with this car, all heads turn to see what is coming. It certainly does draw the attention of local car enthusiasts and at last years Regional event held in Niagara Falls, New York, there were a few Canadian Falcon people who remembered this car back from when it was a member of the Ontario Chapter."

—Submitted by Bernie and Jennifer Morgan (FCA #12395)
Albion, New York



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VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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Falcons For Sale



1962 two door Falcon. At 6 cyl. 170 c.i. engine has been reworked. Starts and runs like new. Amateur restoration, extra doors and fenders and hood convey. \$3000 invested. \$1800. Don, 757-357-9133. SE VA.

Rare 1962 Sport two door Futura. New Navy blue Landau top. Light blue paint. Buckets, console, 250 c.i. 6 cyl. auto with shift kit. Black plate California license. Rust free, no accidents. \$7000. OBO. No trades. Don Hobart, 661-270-1685. CA.



1962 "Futura Hotrod." Drive train is 1963 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

—Continued on page 10

The National Falcon News

President's Message

Chuck Beason

It is time to get your Falcons out of winter storage, get them out on the road to the many events scheduled around the country. When attending these events don't forget to carry along your "Did You Know There Was A Falcon Club" cards and any extra copies of the National Falcon News. We need new members for the future of our club. I know that when we display our Falcons in a group we get lots of attention and rightly so. This is an opportune time to sign up new members. So, get those Falcons out on the road and let everyone see them.



Don't forget to make your hotel reservations and register for the 30th National Convention of the Falcon Club of America, July 16-18, 2009 hosted by the Mason Dixon Chapter. Convention Chairman Mike Garrett will be keeping us up to date on planned activities for the convention with his "Dash to Dover" articles in the National Falcon News. Please plan to join the hundreds of Falcons for the "Dash to Dover".

Carolyn and I hope to see you in Louisville in May for the 2nd Annual Regional Meet hosted by the Bluegrass Chapter. Don't forget, "Take A Kid To A Car Show" this year.

Chuck & Carolyn

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30TH NATIONAL CONVENTION CATEGORY GUIDELINES

STOCK CATEGORY

Falcons entered in this category have historically been thoroughly detailed while maintaining a high percentage of authenticity. Most common and accepted modifications in this category are custom or aftermarket wheels combined with radial performance type tires (rather than bias ply). The other noted and accepted modifications are "Sprint" or "Cobra" type air cleaners and valve covers. These two modifications are felt to be acceptable because perhaps the OEM, bias ply tires are not available in the correct sizes and radial tires add a definite safety factor in traction, handling and braking. The newer sized of radial tires also require a rim width that is wider than the stock Falcon wheel. This is the reason many owners choose to run the 14x6 Magnums or 14x7 Magnums in combination with a 70 series radial tire.

The Sprint and Cobra engine accessories are recognized as "True" Ford parts and could be purchased "over the counter" from any Ford dealership. Details really stand out in this category. The engine compartment will more than likely clean enough to eat off in this vehicle, be it a 144/170/200 six or a 260/289/302 eight and will be detailed to the max. No glaring modifications anywhere on this Falcon. It just looks a little better than the original, the way it would if Ford had "hand-built" each one individually. You may see these Falcons on a trailer or driven on a nice day. Several cars of this quality may even be driven on long trips. All in all, these Falcons are built for "Show or Go." At local cars shows across the nation these cars are bringing back the memories of the car that started it all, and bringing home the "Gold" to boot. Classes covering all models of Falcons are available for these "Pristine," but not quite "Concours" vehicles.

DAILY/STREET DRIVEN CATEGORY

This category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, this category is for those special Falcons that you see on the street every day! These Falcons are driven at least three thousand miles per year, rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery. They are often the kids' first car, depended on for school every day. They have felt the pain of parking lots and careless drivers. They are the cars left outside to Make room for Mom's new Taurus; they are also the ones that will start when the new one refused to face the cold of winter. Definitely not a show car, but for sure a winner! You won't find a show-quality paint job on this Falcon, maybe a nice set of wheels like Magnums or even steel wheels and

not quite show-quality hubcaps. The engine compartment may or may not be detailed. In all cases it will be as clean as one can keep it.

Remember, this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this "driver." Maybe an alternator where a generator once resided; one can easily understand wanting a dependable charging system! The beauty of the Falcons in this category is not that they are perfect, but that they are well maintained, attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go. Classes are available in this category for these Falcons.

DIAMOND IN THE ROUGH

This category is for the Falcon that obviously needs work or is in the process of being restored. It may or not be driveable. It may be in primer or still have the old paint job. The

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interior may be tattered and torn or partially finished. The body work may not be completed. The engine needs work. Anyone looking at this Falcon can see it does not fit in any of the other categories but has potential.

MODIFIED CATEGORY

This category is wide open! You will find Customs, Sleds, Racers, Chopped Tops, Full Frames, Tubs, 4-Wheel Disc Brakes, Monster Tires and a host of other tempting modifications. Engines may be carbureted, fuel injected small block, or even a blown big block. In either case, you can bet it is well detailed and more than likely, "Bad to the Bone." No engine modification is considered extreme, although all entries must be Ford Powered (absolutely no Brand X).

Paint schemes will vary as much as engine choice. We're talking metallic, pastels, flames, graphics, murals or a super-smooth single color over rolled pans, filled seams and a sunken antenna. Interiors may be as stark as a race car or as plush as a new Continental or Town Car. In all cases, the interior will be fitted to suit the owner and fully functional for the application. "Modified" certainly describes this category of classes.

MASTERS CATEGORY

This category is for the "Purist." The Falcons entered here will really open your eyes and make the mouth water. Many of these cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy, but exactly like the factory built it 30-40 years ago. Correct interior, paint color, correct engine/transmission combination. Everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original.

Other Masters Category cars may be modified from Ford's original specifications, but in all instances, the work is exceptionally superior. Craftsmanship and attention to detail are the hallmarks of the Masters Class.

To be included in the Master's Category, your car has won a Best of Show or other Top Award at a National Convention. While retiring gracefully from competition, these cars provide an excellent example of quality. The Masters Class is the inspiration for the next round of competitors, whose efforts further preserve the Falcon. These Falcons are the "Best of the Best."

These guidelines are to provide information about the categories used for the National Convention. Refer to them for clarification when deciding which category to enter your car in. Remember that the Falcon Shows are not judged competitions, and awards are the result of a popular vote.



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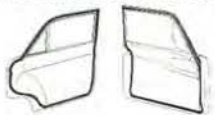
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Classified Ads (con't)

—Continued from page 7

Falcons For Sale

1963 Falcon Futura convertible. 170, stick. New brakes, wheel cylinders, fuel pump, complete tune-up, new left rear tire, re-chromed back bumper, good used left front fender, extra grille. Runs A-1, needs total restoration, bad floors, lower quarters, top frame too good to part. PA title in my name, no picture. Only \$2000. Gary, 412-758-5518. PA.

1963 Falcon Futura Convertible. Very rough. 6 Cyl, Three speed manual. Engine locked. Probably not a good panel. Interior toast. Top frame OK. Some good

molding and glass. Pictures on request. \$1000. Still interested? 513-625-0391. SW OH.

1963 Falcon Futura convertible. Turquoise, 260 V8, automatic, air. New white top, new interior. 64,000 miles. Much more included. \$7500. Call Jack Ridgeway for more information; 618-542-2656 or 618-542-6525. IL.

1963 Falcon Ranchero rebuild 170-6 cyl. with split header and duals, auto. New candy red paint, bucket seats, console gauges. Great truck, good on gas. Much work done, ready to cruise. \$4200. Can

email pics. Call Mike Hanco, 210-626-2050. TX.



1965 Falcon. 4800 original miles. Two door sedan, white/blue. 200 CID engine. No other options, all original. Showroom condition. Original tires (off the car). As nice as anything you will ever see. Will sell only to someone who will commit to maintaining this car in its original condition. \$15,000 OBO. Michael Young, 316-636-5091 or send email to michael.r.young@mac.com. KS.

1964 Falcon Futura 6 cyl, 200 cu. Original owner. Prairie Tan exterior. Black interior. Excellent condition. Original

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engine. New top. \$9500 OBO. Michael 408-394-1030 or teknique@att.net for pictures. CA.



1964 Falcon Sprint, 260 V8, four speed. All glass and trim good. More pictures, no smoke. Top end rebuilt, new radiator. Little or no rust, new carpet, original seats. Asking \$9000. Rick Davis, 479-221-8556 or 479-646-5084. AR. (07/09)

1964 Falcon Futura hardtop. Rotisserie restoration with a carbureted Mustang 5.0, HO motor having 46,000 miles and a 1967 Mustang rebuilt C-4 transmission. Call for details, serious inquiries only. \$15,000 firm. Rich Barrett, 215-679-3309. PA.

1965 Falcon 2 Door. 47,000 original miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excellent! Few minor upgrades, fiberglass hood, headers and rims. \$10,200 OBO. Nick Cira, 773-706-4667 or ntcira@hotmail.com. South Bend, IN.

1965 Falcon Futura Convertible, excellent shape, black on white with black inside. V8 - automatic. Stored inside since restoration. \$ 15,750. Sheila G. Walters, 423-336-1206 or jamwalte3@netzero.com.

1965 Falcon. Unrestored Original two door Standard Sedan. Dark Caspian Blue with a very clean Blue radio delete interior. Just under 28,000 Original Miles. 170 6 Cylinder Engine with a Three Speed Column Shift Manual Shift Transmission. 13 inch 4 lug wheels with fairly new Radial Tires. A No Rust, Estate sale

Vehicle from Chicago, Ill. A Reproduction replacement rubber floor mat in the underpadding goes with the car, and I am willing to keep the car garage stored over the winter months for any buyer, at No Extra Cost. \$7,000 Firm. Bob Karpenko, 716-735-7547 or GreedyMite@hotmail.com. NY.

1965 Falcon 2 Door. 47,000 original miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excellent! Few minor upgrades, fiberglass hood, headers and rims. \$10,200 OBO. Nick Cira, 773-706-4667 or ntcira@hotmail.com. South Bend, IN.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

Parts Wanted

NOS Sprint V8 flag emblems for front fenders of 1964 Falcon Sprint. Need two. Robert Dirksen, sneskrid@charter.net or 678-313-8438 Suwanee, GA

1963-1964 Sprint tachometer in any condition. E-mail Ed, emfalconeddie@gmail.com or call 508-998-9507. NE MA.

Currently searching for a New Old Stock or very slightly used parts: Deluxe white steering wheel with chrome horn ring, fuel pump for 6 cylinder with vacuum wipers, ashtray for the back seat area (Blue), and front grille For my 1962 Ford Falcon. If you have any of these, Please email me at Falcon_Freak_16@yahoo.com or 717-465-8607. Thanks, Robby Storey. Hanover, PA

PLEASE HELP! I am looking for a dash pad for my 1967 Falcon. The one I have is cracked at both sides of the speaker, It is blue, but any color will do. Skip Mutchler, 312-287-4923. Chicago.

NOS or excellent condition parts for a 1966 Falcon Sport Coupe: right and left rocker panel molding, left rear wheel chrome molding, bright drip rail molding for roof line. Also need all parts to convert 289 V8 to power steering. Richard Stuthard, 503-663-0312. OR.

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416 . 314-351-1789 or kslitteken@aol.com.

Ring and pinion gear for an early 6 cylinder rear axle. The ring gear has 35 teeth and part # CODW 4210S. The pinion gear has 9 teeth and part # CODW 4610L. They must be a matched set. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

Parts For Sale

170 cubic inch motor. Ran great when removed. Three speed transmission with new clutch, pressure plate and throwout bearing. \$300 each or \$500 for both. 2 13-inch 4 lug rims, one 14 inch 4 lug rim. Don Livingston. 717-630-9716 or dminkworks@yahoo.com.

1963 Ford Falcon Engine, Transmission, and shifter for \$2,600. OBO. The original 260 engine has about 10,000 miles on it rebuilt. Four speed transmission and factory shifter goes with it. Also have the radiator with fan, \$50. NEW four barrel intake manifold, \$75. Carl Wilber, 904-823-1715 or send email to jasonrchew@hotmail.com. FL.

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Classified Ads (con't)

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1967 3Spd Mustang Tranny Original good working condition \$225. 1971 Maverick 3 Speed - Original good working condition \$225. 1963 3 Speed Tranny. Good original working condition. \$100. 1961 Comet 3 Speed Tranny. Good original working condition. \$100. Dagenham 4 Speed and Shifter Box. Works but noisy. Rebuildable Core. \$150. 1984 T5 V8 5 Speed. Works but noisy. Rebuildable Core \$150. 1966 200 CID Block & Head - Rebuildable clean core. \$100. Will Email pictures. Prefer local pickup. Hudson Valley about one hour North NYC. Call Rich at 845-795-5778 or powerband@hvc.rr.com

1963 Falcon hardtop console brackets \$96.00., 1964-1965 Falcon or Comet console bracket (repro) \$96.00., 1965

FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please.

Falcon grille, used fair condition \$125., 1963 260 2 speed transmission, apart ready for inspection and rebuild \$375., 1963, 1965 Falcon or Comet 4 speed steel tunnel, glass beaded, black powder coated \$225., 4 speed shifter \$199., 1965 Falcon black steering wheel with horn ring \$125. Vic Falcone, vfalcon64@aol.com or 518-355-7756. NY.

NOS 1964 Falcon grille. New in Ford box. \$1000. Robert Dirksen, sneskrid@charter.net or 678-313-8438 Suwanee, GA.

NOS neutral safety switch, C3DZ-7A217-A w/ back up light, wiring 15525-B. \$35. Excellent, 1968/69 grille; with a little polishing this grille would be good for show, \$65. Fair 1963 owner's manual \$5. Very good 1966 grille, for driver/or cruise nights. \$30. 5-13" 5 lug wheels for 1963 Sprint, and others, \$35 for all 5. 1960-61-62 Falcon shop manual, w/ 1963 supplement, includes 260/289 engine section excellent condition, \$25. Also 1964-66 Falcon/Mustang convertible top manual, w/ windshield washer installation guide. 1963 wiring diagram manual, and 1963/63½ illustrated pricing and specs manual and a 1964 illustrated pricing and specs. manual, all \$5 ea. or all 4 for \$16. All prices, plus shipping. Will trade either grille for a very good set of 1967 headlight doors. Milt Robar, eves. 256-488-9318. AL.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO.

Best Offer: One C8DE-8015-8 6 cyl. engine block with all machine work completed. Bored.040 with new freeze plugs and cam bearings. Also, one D8BE-6090-BA cylinder head cleaned and checked for cracks, OK. All other parts I have from a six cylinder Ran-

chero that I converted to V8 Automatic. Marvin Norton, 816-721-7558 or marv-mar442@aol.com. MO.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

NOS 1964 Falcon grille \$1295., NOS 1965 Falcon grille \$1295., NOS 1964 headlight doors \$195., NOS 1965 headlight doors \$195., NOS hood ornament \$195., 1963 Sprint script \$225., 1963 - 1965 Sprint air cleaners \$200., 1963 Sprint California emissions air cleaner \$350., 1963 console brackets hardtop \$95., 1965 black steering wheel with horn ring \$125., 1963 Falcon 260 motor with 2 speed transmission, needs to be rebuilt. \$375. Vic Falcone, email vfalcon64@aol.com or 518-355-7756. NY.

Pair of stock Ford 289 iron heads. \$100 OBO. Chrome Ford 289/302 Motorsport valve covers, \$100 for the pair. Contact Jeff at 813-454-9504 or email jeffreyhandler@ymail.com. FL.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

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Don Cardoza's 1963 Falcon Sprint

Hi

EVERYBODY!

I'm Don Cardoza, new owner of a beautifully restored 1963 Sprint ragtop. After a two-year search, I've finally achieved a lifetime ambition, and I gotta tell ya', it feels good!

While my acquaintance with the pictured car is brand new, my love for the Falcon, and particularly the 1963 Sprint ragtop, go back to the days when the car was near new and I was a young man looking for a direction. I was in that grey segment of life after graduating college but before the start of a meaningful career. My sister, Carolee, and I both needed wheels, and we decided to share a set. After looking at a few VWs, we decided they wouldn't work, but we thought that a 1962 Falcon deluxe four door being sold by a neighbor might have some potential. We pooled our meager allowances and bought the car.

I wasn't especially thrilled with this; far from a T-Bird or 'Vette, this was "Grandma's car," and I viewed it as a temporary situation. Still, Grandma's car delivered on everything it promised; simple, economical, reliable, comfortable, and far more visually attractive than I had at first realized. Straight line acceleration, while not awe-inspiring, was more than adequate, and the nimble little car was a lot of fun to drive.

Eventually, Carolee departed for the University of Miami, and took the '62 Fordor with her, leaving me with the challenge of finding something else. This was at the height of



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SO YOU WANT TO RESTORE A FALCON?

PART VI REPAIRING THE DAMAGED RIGHT FRONT CORNER

Before the Ranchero even arrived from California, a plan of attack was being developed to deal with the crunched right corner. From the photos of the car, it could be seen that the headlight bucket, right front fender, grill, headlight surrounds were gone. The radiator support and the inner fender around the battery were obviously bent. Frame or suspension damage would have to be determined after the vehicle arrived. The missing items were no problem since I had those parts left over from restoration of my hardtop. Thank goodness I did not sell the extra parts! The right front fender, that I had, had a little rust repair required, so that was taken care of while waiting for the Ranchero's arrival.

An NOS radiator support was obtained through eBay. The seller would not ship the support, but I had a car buddy that lived about 45 miles away and he was willing to pick it up. The plan was to get it at Ford Carlisle. A search for the inner fender at the battery tray area was futile. Everybody wants one of those because of battery corrosion.



Radiator support pretty well crunched

The good news was the frame was fine. The upper control arm upper shaft was bent, so it would need replacing, to bad since it was fairly new. The shock tower was also straight. So, the first step was to remove the front inner fender. The spot welds were drilled out carefully since more than likely some of the inner fender would need to be reused. The Mustang inner fender is re-popped, so the possibility of using parts of the Mustang and the salvaged Falcon inner fender was a strong possibility.

To begin reconstructing the inner fender, the radiator support needed to be straightened as much as possible to provide a guide. (It would be three months before the NOS radiator support would come into my possession.) A hammer and dolly was used to bring the radiator support back into its original shape. There was some rust where battery corrosion had taken place and that actually helped in reshaping the area in front of the battery. The inner fender was also hammered out using a welding bench as a flat surface to hammer against. It began to look like both the radiator support and the inner fender could be saved.



Radiator support un-crunched! Missing paint indicates where the creases were. If you look close, you can see where some metal patches were stitched in to replace the rusted portions.

Dick Harrington (FCA #12563) of Delhi, New York is a frequent contributor to *The National Falcon News*.



Inner fender damage

Having another Falcon available to take measurements from was extremely helpful. A lot of cardboard templates were made to transfer different contours. The front fender was installed and removed and re-installed numerous times to be certain that everything was in alignment. The hood was also left in place as a guide to fender location. The hood was re-gapped at the cowl since it was tweaked a little from the impact.

A lot of scraps of sheet metal get used up in repairs like this. I visit a local body shop and get all the free damaged sheet metal I need. American made pick-up truck box sides provide excellent pieces with the metal gauge as heavy as the Falcon sheet metal.

I had never done this much straightening before and I surprised myself with the results. Where there is a will there is a way.



The inner fender straightened and welded back into its proper place

Next Month: Repairing the Rust Damage

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*.

FROM THIRD BEST—— IN THE NATIONALS

By Rich Gabrielson

f For several years after reading *The Falcon National News* and the requests for photos and stories, I figured there was plenty of time later to send my *Ranchero's* story in. But that all changed on the way to Hot August Nights.

On Highway 80 at Applegate, the lanes narrow from three down to two. I was in the fast lane, on cruise control, enjoying my A/C and music when the fellow in an old Buick decided he wanted my lane—even though I was in it. I

remember thinking he's got to see me since I was right at his driver's door, but no! Over he came. I locked up and swerved to miss him—first mistake—then tried to miss the concrete center divider so I wouldn't scratch my paint—second mistake. I missed the divider, but by then I was sideways and heading under the trailer of an eighteen wheeler. I remember thinking "white trailer," then heard a big noise.

To myself, "I'm upside down," and then only my radio playing and the A/C making a racket. I went to turn the key off and it wasn't there. Found it on the floor and turned the key off. Where's my glasses next? I found them *all twisted up on the pavement* under the car in front of the back tire. Put them on and realized my toolbox which was on the passenger bucket seat—third mistake—was



empty and on the floor and my tools were scattered all over the car and on highway 80. So like any car nut I started picking up my tools and putting them back in the toolbox.

By now people had run up to me and begged me to sit down, that I was injured. I told them, "Not until my tools were picked up." Finally I said, "If you want me to sit down then, by God, help me pick up my tools." They did and then I did sit down. Luckily, my only injuries were from the tools hitting my head when the car went on it's side, and some bruises on my cheek from when my glasses came off.

I didn't realize I had blood on my head from the tools and this is what concerned the folks that came to my rescue. The EMTs checked me out. All that was wrong was the small cuts on my head from flying tools.

TO SCRAP METAL IN TEN SECONDS



Pam and Rich at the FCA Nationals in Sacramento, California

I learned the value of good three point seat belts which kept me in the bucket seat through the entire mishap.

I have owned this car since the 1970s and have modernized it with many improvements over the years. All this time, I have been showing it at the Falcon shows around California. It has always been a consistent second and third place winner, as well as first in the utility classes and lately in the daily driver Ranchero class. I got a Third in Class at the San Ramon Nationals.

I started with the 6 Cylinder, then a stock 289 with 4 barrel, then a mild 302 and finally the H.O. 5.0 fuel injected motor. I had just rolled over 100,000 miles on the 5.0 and was wondering what would be next but now that doesn't matter.

When the insurance adjuster called to discuss my total loss, I informed them that this was the third best Ranchero in it's class in the country. She said, "Not a problem," they would send an appraiser out, and he would determine the actual value of the car. If I agreed to his value—done deal. If not, then I would have to prove the value.

I made a list of all the improvements, over 60 in all, and took a digital photo of each on the car. Dug up all my

receipts I could find, and collected all the awards. Got on the internet and found a bunch of Rancheros from eight to twenty thousand dollars and printed them out.

When the adjuster came out, he fell in love with what I had done to the car and actually found that I had forgotten to list the frame stiffeners on my improvement list for him. He also asked about dash plaques. They were in the glove box, so we got them out and he photographed them too.

A week later the Insurance lady called and asked "Would I be OK with \$27,500 for a settlement?"

I said, sure I guess so, but I wanted to keep the car. I had to buy it back for 10% of the claim, so I did. I parted it out and saved the good parts and already have another 1961 to build up next. So I miss the Falcon shows one year, but hope to be back rolling next year with my NEW Ranchero.

And don't forget—look out for the old men in their Buicks who ignore their rear view mirrors!

—Submitted by Rich Gabrielson (FCA# 9372)
Newark, California

Brother Michael Loves Falcons

to say that my brother, Michael Hubacek, likes Falcons is evidenced by the number of Falcons he currently owns. He is member #12679 of the Falcon Club of America. He has a red 1963½ six-cylinder convertible with an automatic transmission and with air and a maroon 1964 Falcon Futura 260 V8 convertible with an automatic transmission, with air and front disc brakes. He also owns a 1964 Falcon Sprint 260 V8 convertible with a four-speed transmission with power steering. He owned another 1963½ red Falcon convertible that our Dad and I had worked on and later sold. He also owns several other older Ford vehicles that are not Falcons. All are in very good to excellent condition and each one of them has been to my house for repair, restoration, and general maintenance—which brings me to the purpose of this article.

I have worked on my brother's vehicles for many years. Many times, I returned from work at the end of the day to find a different vehicle in my driveway in need of restoration or fixin'.

In a package deal, he bought a maroon 1964 Futura convertible that was in pretty good shape and a 1964 Sprint convertible that was a "basket case." My wife and I nick named the Sprint as the "BOX CAR" since the whole car came to us in boxes, except for the major body parts. It was delivered to my home by car hauler, filled to the brim with boxes of parts that came from the car. The previous owner had started a restoration by completely gutting the car. It was very nice of him to keep all of the nuts and bolts in two labeled compartmentized plastic boxes which helped immensely. He even labeled the wiring harnesses.

I started the restoration by removing the engine and transmission from the Falcon.

The body of the car was sent back to my brother, whose job it was to get the Falcon painted.



Brother, Michael and author, "Unk" John Hubacek



Maroon 1964 Falcon



Side view

As Told By "Unk" John Hubacek



Falcon as it arrived



Floor before clean-up and paint



Rough rear end



Engine complete



While the body and paint work was being done to the body, the engine was disassembled and taken to the machine shop. There, the engine block was checked for tolerances, bored .040 oversize, new cam bearings installed, new pistons and connecting rods fitted to the engine block. The engine heads were inspected and tested. They received new valve stem guides and the valves a three-angle grind job.

I picked up the parts from the machine shop and began the task of reassembling the engine, installing a mild after-market cam kit from Compcams, aluminum four-barrel intake with Edelbrock carburetor and electronic ignition. My favorite part of any restoration is the assembly of the engine which I have always done personally.

The four-speed transmission was torn down and inspected for wear and reassembled replacing parts as needed. It received a fresh coat of paint.

The now red Falcon Sprint was returned to me from the paint shop by my brother.

The next step in the restoration was installing the stainless trim on the side of the car. We had spent many hours cleaning and polishing each individual piece before it was installed on the car. This trim was not included with the "BOX CAR." My brother, Michael, was able to obtain a complete set after many hours of diligent searching the Internet and magazines.

The under side of the body, the rear end, and various parts of the undercarriage were cleaned and painted. The engine compartment was also cleaned and painted.

The front end received a thorough inspection. All of the tie rod ends had to be replaced. The previous owner had already replaced the coil springs and ball joints.

The newly assembled engine, with all the black Ford paint and chrome goodies, was installed into the car. Before installing the transmission, a new clutch disk, pressure plate and throw out bearing were installed.

In my opinion, the easy work was now accomplished. I had never done a restoration that required this much assembly of parts. My wife and I

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Brother Michael Loves Falcons

—Continued from page 19

sorted through the boxes of "stuff" looking to see what was actually there and what items needed to be ordered from Falcon distributors.

Needless to say there were several items either missing or in need of replacement. Most of the parts that were ordered came from Falcon Enterprises. The search began for additional parts from junk yards and, of course, what was available on eBay. The list seemed endless, but we tracked each part ordered as we received it so that we would know what we had received and where the parts were in the storage building.

The phase that I dreaded the most in restoration was about to begin. A plan of action was devised that we thought would be the best approach in assembling the interior of the car. Plan A—but there was also Plan B, and Plan C, as it turned out. All of the wiring for the car had been removed when the previous owner started his restoration. We re-installed the wiring, replacing what was not safe or usable.

All of the interior parts finally arrived. My son, Jason, and I started by installing the interior fire-wall insulation, the new heater core assembly, and the carpet. The seats were sent out to a friend of mine who custom made and installed the seat covers. Jason and I installed the seats in the Falcon.

We bought a complete interior/exterior weather strip kit for a convertible. We replaced all of the worn parts on the car with the items supplied in the complete kit. This included window felts and channels, rubber gaskets, etc. We installed new inside door panels and quarter panel trim. My friend at the upholstery shop installed the new convertible top and windshield.

All the lights were installed, both front and rear. We installed a very nice grille that we had obtained from a local



Finished interior



Jason & John work on weatherstrip



Jason installing the dash cluster



The 1963 1/2 Sprint





Underside of Falcon after clean and paint

Falcon guy. The front and rear bumpers that came with the car were re-installed.

The Sprint was taken to a muffler shop via car hauler where a new exhaust system was installed. Since the engine had not been started, the Falcon had to be pushed on and off the muffler shop's lift. The muffler shop owner's mother got to do the driving while everyone else pushed. Then we put the Sprint back on the car hauler for the trip home.

The engine was started for the first time after the exhaust system had been installed—it really sounded great! Needless to say, that ended our having to push the Falcon around. Jason and I took the Falcon around the neighborhood for a test drive. It also meant we had to replace the old tires with new ones. We decided to sand blast the original 13" wheels and paint them the correct red installing original wire spoke wheel covers.

Finally, the project was complete. Pictures were taken as we loaded it on my car hauler for the return trip to Michael, who had not seen the car since it had been delivered to my house. I did keep him informed of the progress made by sending him pictures and emails.

The shiny red Falcon convertible was unloaded off of the car hauler. We washed the Falcon and then took pictures. We put the top down and hopped into the convertible and drove it to a local car show several miles from the house. The little Falcon performed flawlessly, both on the local streets and the interstate highways that we traveled. This was really the first true test for the Falcon.

I am currently restoring Michael's 1969 BOSS 302 Mustang trying to get it ready for the Mid-America Ford Nationals in Tulsa Oklahoma in June of 2008—but that is another story.

—Submitted by "Unk" John Hubacek
Classic Car Repair and Maintenance
Houston, Texas

Calendar of Events

39TH ANNUAL SWAP MEET AND CAR SHOW APRIL 19, 2009, FITCHBURG, MA

Fitchburg, MA airport. Admission \$5., children free. 8:00 AM–1:00 PM rain or shine. All outdoor vendor spaces (20 x 20') \$30. pre-registered, \$40 at the gate. Toy vendors welcome. Early Ford V8 Club NE, c/o 4983 Jericho St, White River Junction, VT 05001. Necessary calls, 781-272-1114

SECOND ANNUAL REGIONAL MEET MAY 22–23, 2009; LOUISVILLE, KY

Hosted by the Bluegrass Chapter FCA at the Holiday Inn Louisville South in Louisville, Kentucky. More info: www.bluegrasschapter.com, Dale Daugherty, 502-231-8715. Registration form in this issue.

30TH ANNUAL FALCON CLUB OF AMERICA CONVENTION JULY 16–18, 2009; DOVER, DE

Hosted by the Mason Dixon Chapter at the Sheraton Dover Hotel, 1570 North Dupont Highway, Dover, DE 19901. Phone 302-678-8500. Use the registration form in this issue to register. For additional information, Mike Garrett, at 301-916-3323 or msgarrett35@msn.com or Phil Barber, at 410-266-8271 or pbarberpr@aol.com.

CALLING ALL COMPACTS AUGUST 14–15, 2009

If you own a Corvair, Falcon, Valiant or a Comet, plan on attending the Nifty Thrifty Sixties Car Show celebrating the 50th anniversary of the American car manufacturers compact cars. The event will take place in Cleveland, Ohio at the Holiday Inn South Independence. Detailed information is available at the Comet East web site: <http://cometeastcarclub.org>. Once you are at the Home page, click on Upcoming Events.

Do you have a Falcon Event to be included in Calendar of Events? Contact the Editor at the address on page 5.

WWW.FALCONCLUB.COM

FCA Technical Advisors

HEAD TECHNICAL ADVISOR

Bruce Wolfe, 10206 Jonestown Rd, Grantville, PA 17028
717-469-7252 afutura@verizon.net

1960

Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576
228-466-4349 FalconClub@aol.com

1961

Phil Barber, 2574 Riva Rd., #17-A, Annapolis, MD 21401
410-266-8271 PBarberpr@aol.com

1962

Glenn Vanderendonk, 4305 N. Spruce, Kansas City, MO 64117
816-452-1967

Joe Tatti, 2140 Falmouth Terrace, Burlington, Ontario L7P 1X9
905-335-2834

1963

Bob Passino, 5188 E. Henrietta Rd, Henrietta, NY 14467
585-334-6779 Mattyp8@juno.com

1964 CONVERTIBLE

James Cole, P.O. Box 1858, Dawsonville, GA 30534-0033
404-427-8998

1964 HARDTOP & SEDAN

Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-
5726, 405-789-6592

1964 / 1965 - STATION WAGON

Frank Servas, P. O. Box 10, Center Valley, PA 18034
falcon@hypermips.com

1965

Jim Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212
913-381-5679

Steve Springer, 6600 Ratan Dr., Austin, TX 78749
cspringer@austin.rr.com

1966

Phil Warren, 602 N. Harrison, Springhill, KS 66083
913-592-3571 pwrrn@cebridge.net

1967

Don Anderson, 2082 Cooper Way, Jonesboro, GA 30236

1968 / 1969

Leon Grantham, 8108 E. 59th ST, Kansas City, MO 64129
816-353-3084, and

1968 / 1969

Donald Snyder, 26 S. 11th ST., Akron, PA 17501
snyder@dejazzd.com

1970 / 1970½

Merl Hayn, 14942 S. Maple Rd., Argos, IN 46501-9525
574-892-6309 shaynfamil@aol.com

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Classified Ads (con't)

—Continued from page 12

1963 Falcon NOS: V8 arm and bushing \$175., six cylinder exhaust manifold \$170, fuel gauge, \$75., temperature gauge, \$75., hood hinges, do not take springs, \$50. pair, temperature cable \$30., license light lens \$20., quarter molding Futura \$135 ea., door molding Futura \$100. ea., much more. Frank G. Stewart, 440-282-6277. OH.

H/T 1965 289 engine 2V with Hooker Headers w/C4 tranny, both engine and transmission ran fine before I pulled them out of the car \$450. OBO. If need be, I can sell the engine or trans separately. Also Front Suspension drum to drum (5 lug) \$100. OBO. Windshield with rearview mirror \$35. Please contact John Mirretti, 847-456-1691 or 847-662-6662. IL.

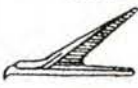


Trailax trailer for sale. Top of the line, all aluminum. 5000 pound capacity. Traveled less than 1000 miles. \$3500. OBO. Michael Young, 316-636-5091 or michael.r.young@mac.com. KS.

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100 pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO

New member Tom Butler needs to know if anyone sells chrome rims with a 4-lug bolt pattern or if he needs to completely change out the rear end. Also would like pictures and information about "hot-rod-ding" out a Falcon. Tom Butler, 1603 Harding Ave., Ashland, OH 44805.

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Miscellaneous For Sale

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

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Farewell Journey

GERALDINE WOLGAMOTT

Geraldine Wolgamott, of Indianapolis, Indiana passed away on September 20, 2008. She and her husband were very active members in our Hoosier Chapter. "She was the lady that did so much for us when we held the National Convention here in 2006. She ran our hospitality room for us. Her husband, Michael (FCA #9396) is Vice President of the Hoosier Chapter.

The FCA family extends members' sympathy for her loss.



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2009

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Falcon Club of America Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
 2nd Sun.—monthly
 Pig Stand, 1508 Bdwy.
 San Antonio TX
 (210) 287-4498

Arizona Chapter
 Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford,
 460 E. Auto Center Dr.,
 Mesa, AZ
 (480) 888-0589

Bluegrass Chapter
Louisville, KY
 2nd Sat. each month at
 4:30 PM
 Jefferson Co.
 Government Center,
 7201 Outer Loop
 (502) 231-8715

Blue Ridge Chapter
South Carolina
 3rd Sun.—monthly
 Greer, SC
 (864) 879-1060

Capital City Chapter
Austin, TX
 3rd Sat. - monthly, 5 PM
 (512) 832-0544

Carolinas Chapter
Charlotte, NC
 1st Mon.—7 PM
 Holiday Inn Express
 Hotel, 2491 Wonder
 Dr., (Exit 60: I-85)
 Kannapolis, N.C.
 (704) 736-1920

Central California
Falcons
Bakersfield, CA
 1st Tuesday 6:30 PM
 Marcia's house,
 5304 Southshore
 (661) 587-8539
 Fresno, CA
 3rd Thursday at
 Applebee's in Clovis, 98
 Shaw Ave. 7:00 PM
 (559) 322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
 1st Tue. 7:30 PM
 Cafe Hotel, Melbourne
 9369 1574

Founder's Chapter
Arkansas
 2nd Sat - monthly
 (501) 605-1370

Gateway Chapter
St. Louis, MO
 4th Sun.—monthly
 (636) 677-4670

Golden Gate Chapter
San Francisco, CA
 2nd Sat.—Odd Months
 (408) 293-5848

Hoosier Chapter
Indiana
 1st Sun.—monthly
 Edwards Drive-In
 2126 S. Sherman Dr.
 Indianapolis
 (317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
 3rd Sun.—monthly
 (903) 572-9593

Metro Detroit Chapter
Detroit, MI
 1st Sun.—bimonthly
 Pia's Restaurant
 Ecorse Rd, Taylor
 1 mile east of Telegraph
 (313) 382-2993

Mid America Chapter
Kansas City
 1st Fri.—monthly
 (913) 592-3571

Mile Hi Chapter
Denver, CO
 3rd Fri.—m onthly
 (303) 857-9360

Music City Chapter
Nashville, TN
 Monthly Meetings
 Call for dates/locations
 (615) 452-0321

Northeast Chapter
New England
 3rd Saturday —monthly
 northeastfalconchapter.
 com
 (952) 334-1654

NE Texas Chapter
Gladedwater, TX
 2nd Sat. monthly
 (903) 759-6850

Northland Chapter
Minneapolis, MN
 2nd Sat odd months
 (952) 334-1654

Rainier Falcons
ChapterSeattle, WA
 3rd Wednesday Monthly
 except Dec., Feb. Varied.
 RainierFalcons.com
 (206) 290-3093

So-Cal Falcons
Burbank, CA
 2nd Saturday—bimonthly
 (818) 845-9725

Sooner Falcons
Oklahoma City
 3rd Sat.—monthly
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Sonoma County
Santa Rosa, CA
 1st Thurs.—monthly
 (707) 539-2860

Southeast Chapter
Georgia
 1st Sun.—monthly
 (770) 887-6268

Space City Chapter
Houston, TX
 2nd Sat - monthly
 Prince's Drive-In, I-45 &
 Fuqua; 6:00 PM
 (713) 703-5110

Star City Falcon Club
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 Monthly meetings
 Call for date/location.
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Virginia Falcons
Richmond, VA
 2nd Sun. even months
 (804) 739-1615

Wheat State Chapter
Wichita, KS
 1st Sat. even months
 (316) 838-7487

Don Cardoza's



—Continued from page 13

the original Mustang frenzy, and I gave it some thought, but that meant buying a new car, probably paying a market premium for it. This wasn't within reach at the time, so I decided another Falcon would fill the bill. In the interest of spicing things up a bit, I decided further to go for a jazzy convertible.

I found one pretty easily, and talk about jazzy, this one had bucket seats and four-on-the-floor. It also had some funny-looking script on the front fender that said "Sprint," although this meant nothing to me at the time. Suffice it to say that this car was everything Grandma's car was, but its performance was most impressive, and I have some distinct memories about its characteristics.

The car had the original glass-pack muffler still on, and it tended to "announce its presence with authority." The Glen Cove, New York police made it perfectly clear that this was highly frowned upon, and suggested strongly that I take the appropriate corrective measures. I also remember the car getting about 12 MPG, and one day took it to a Ford dealer, asking "Shouldn't a demure little Falcon do a maybe a

skinch better than that?" The dealer's response was "Hey, kid, that there car ain't no demure little Falcon." I also noticed a strange phenomenon when driving the car; for some reason I was always trying to get around a slowpoke in the passing lane.

Partially because of failing reliability—I have since come to suspect that the car was run hard and raced by its original owner—but mostly because of a series of minor brushes with the local constabulary, it was time for me to "trade up" to a spanking new 1967 Galaxie ragtop. It was with a twinge of regret that I sold the Sprint, because at some level I was beginning to sense that the car had some kind of "Star Power." I sold it to a dorky kid who, if he was lucky, would lose little more than his driver's license in it. Two weeks later, I saw MY CAR advertised in the paper, but didn't buy it back. I've been beating myself up over that for a whole lot of years now. Worse yet, a search thru the family archives did not produce a picture of this car; apparently, it was never photographed during my ownership.

1963 Falcon Sprint



Finally, I completely sold out to the establishment, and my wheels over the years have been a bland series of Country Squires, minivans and Honda Accords.

The one bright spot on this bleak horizon was a '93 Ford Probe GT, IMHO the 2nd best Ford ever built. Stable, reliable, quick, nimble, sleek, sexy, luxurious and a four-wheeled bargain, this is a car I would have thought would take the car-loving community by storm. Yet, it didn't, and I've often wondered why. Mazda-in-a-blue-oval syndrome? Or maybe hi-technology that put maintenance of the car beyond the skills of most Saturday-morning mechanics? As far as I know, the 1993–1997 Probe GT has never appeared in *Collectable Automobile* as either a future collectable or cheap wheels entry, but I wonder if I should be shopping for a pristine example...

It may seem strange, singing the praises of a very sophisticated automobile to a community that honors a car that prided itself on lack of sophistication, but I do see a connection. I've always thought the Ford car-naming department has had a remarkable track record of "getting it wrong." I would have named the original Thunderbird "The Sportsman." That conjures up a link to a wonderful old Ford of yore that just happens to have been aimed at the same landed-gentry, polo-playing, upscale market. "Mustang" is a marginal name if it refers to a

horse, but is inappropriate referring to the P-51, a fearsome weapon of war. Personally, I'd have used a resort name (can anyone say "Torino." This was almost the name of the car we know as the Mustang). Using "Edsel" as a car name must have been a last-ditch act of desperation. I've often thought the Falcon and Futura we know and love would have been more appropriately given a "Model" designation, i.e. the Ford Model K. This would have highlighted a connection with the

—Continued on page 30



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Model T and Model A of the past, and have underlined the no-nonsense ruggedness for which both our beloved Falcons and the earlier cars are famous. And "Probe" is a horrible name for a car.

"Autumn in New York" is beautiful enough to have inspired a tune-smith or two, and it also makes for a wonderful backdrop in which to reveal the star of the show. These photos were taken either in Bear Mountain State Park in the Hudson valley, about 20 miles north of Midtown Manhattan, or on the idyllic banks of the Ramapo, as it flows thru Oakland, New Jersey, my home. The Bear Mountain photos were taken at a point within minutes of the US Military Academy at West Point. This would have made a magnificent backdrop, and will perhaps be the setting of a future shoot.

The "star" is a beautiful 1963 Sprint ragtop, faithful to my original, except for lack of a four speed and power steering. The car has been enhanced somewhat, with dual exhausts and leather upholstery that I'm sure never rolled off any Falcon assembly line. I'm planning to install electronic ignition and an up-to-date sound system, I'm also thinking about discs around, although this might prove to be a horrendous job. The car has been restored as well as it can be, and draws a continuous stream of



"OOOHs" and "AAAHs" when it sees the light of day. I've often described the car as "The First Mustang".

Let's meet the other characters in the cast. The two little smiling faces you see are those of my granddaughters Mary and Sophia, who will hopefully come to know this car well. On this day, though, they were starting to get "Falconed out," so the West Point segment of the shoot was cancelled. My daughter, Kim, was along for the ride, and got "convertibled" as we roared home along the Palisades Interstate Parkway.

1963 Falcon Sprint

My wife Carol—who issued the “kitchen clearance” for this whole deal—was aghast when I first told her I found the perfect car, and what it would cost. She recognized immediately, though, that this was a lifetime wish, and caught the spirit quickly. Actually, her first ride in the Sprint was a disappointment, as she expected the car to be “romantic.” The car roars and is quite breezy, prohibiting any form of communication at 70 MPH, which squelched her notion of “romantic.” The woman I courted in that first Sprint is now my wife of 40+ years, so the car must have at least some magic in it. Actually, there was a bonus in it for her after all. It set her back over twenty large, but she FINALLY got the garage cleaned out.

Two other “honorable mentions: First, to Richard Good, the restorer of this wonderful car. I never met or contacted Richard, but I know him through his work. I’m impressed, and I don’t impress easily. Also, thanks to Dave Effler, from whom I bought the car, for keeping the flame alive over the past few years. I promise each of these gentlemen that my stewardship of this wonderful automobile will reflect theirs.

Actually, there WAS one disappointment. When we offloaded the car (amid a chorus of neighborhood “OOOHs” and “AAAHs” I got in, cranked her up, and waited.

Unfortunately, I DID NOT turn back into a 24 year old.

—Submitted by Don Cardoza (FCA #12597)
Oakland, New Jersey



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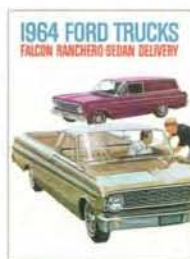
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